

Also what special means, in the absence of internal examination, were adopted by the
Surveyor to secure himself of the thorough efficiency of these parts of each Boiler?

4 E

22 OCT 1948

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME TANFIELD.

REPORT Nwc.

No. 105606.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

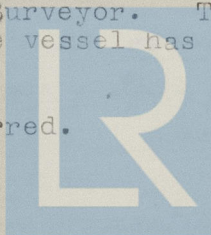
~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

The class is subject to the steam pipes being examined internally.

The S.S. due 9.44 has now been partly held, and a B.S. due 2.48 also partly held.

Considerable extensive repairs to boilers and various repairs to engines have been recommended by the Surveyor. The Survey has been stopped at the Owners' request, and the vessel has now been laid up pending further decision.

IT IS SUBMITTED action be deferred.



Lloyd's Register
Foundation

009621-009630-0280

21.10.48

crankshaft pins, journals, main (top halves), bottom end bearings, valves